

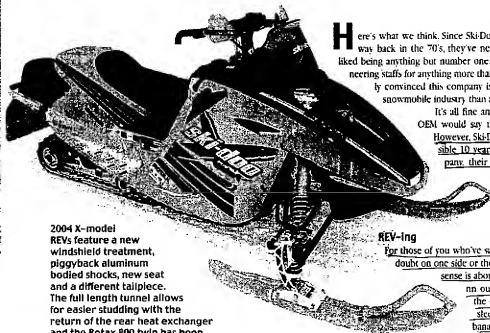
## **EXHIBIT GG**

Preview

## SKI-DOO

### Driven To Change

Ski-Doo Deepens Their Commitment to the REVolution



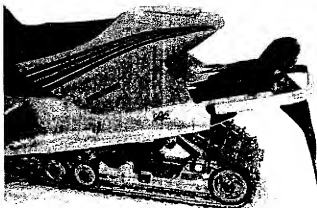
2004 X-model REVs feature a new windshield treatment, piggyback aluminum bodied shocks, new seat and a different tailpiece. The full length tunnel allows for easier studding with the return of the rear heat exchanger and the Rotax 800 twin has been bumped up a few stallions for next season.

#### REV-ing

For those of you who've sampled the REV this winter, you're no doubt on one side or the other of the love/hate equation. Our sense is about 15 percent of the people we've put on our press REVs have issues with either the ergonomics or the overall feel of the sled when it's ridden. The other 85% are bananas about the REV and will never go back to a sit down type snowmobile.

Here's good news. The 2004 recalibration of the REV's double wishbone front suspension has acted dramatic improvements in the way the sled feels to riders who may have had mixed emotions about the REV experience in '03. Here's the dirt: The 2003 REV had a tendency to be a little rubbery up front, emitting a dip and duck

fed when piloted. Once the sled is heeled into a corner, the sway bar ultimately takes over, allowing the sled to feel well planted. However, if it's thrown aggressively sideways or bucked into a turn, dragging the brakes to the apex, there's a moment where the chassis feels like it's rolling to the outside. All this being new to us, we've been able to recalibrate our reactions to the REV and make it rail whenever we want. That being said, some riders found the



STORY & PHOTOS BY MARK & LUKE LESTER



Over the handlebars the look is more businesslike with Acerbis hand guards and the fixed, chopped down windshield. Don't expect much wind protection with this one.

"rubbery" feeling unimagineable and never seemed to get their confidence up with the chassis.

Turn a new page, sled-a-philes. Recalibration of the sway bar, shocks and springs has dramatically affected the 2004's handling. They've been changed to the degree we were stunned when we first rode the '04 pros. These sleds can now be thrown into or backed into any turn you choose. The double wishbone front end stays laser level and stable. We have to say the improvement in the 2004's handling closely mirrors that of a traditional snowmobile chassis. This flatter response in corners and the removal of the rubbery feel nets new levels of confidence not achievable on '03 REVs.

That's where the '04 package begins and from here on, it just gets better. For sure the REV is the stand-up champion of snowmobiling with its radical, way-forward ergos. This is all intact and made better by the new sway bar and shocks. What readers will notice first, however, is the removal of the heavier tail snow flap debuted on the '03 REV. The styling of the REV was profoundly radical when we first saw the vehicle. However, it didn't take the styling gurus here at Supertrex more than a few minutes to point out the conflicting lines the strange looking plastic tail produced. Clearly, the sled's profile was undermined visually by the heavier tail. For 2004, Ski-Doo packed the whole idea up and has gone with a straight, fixed tunnel which delivers two impressive benefits. First, the coolers are now back in their traditional location and those of you who filled our email with

questions regarding studding can breathe easier. This year a REV is as easy to studd as the traditional ZX chassis. The second benefit is the arrival of a truly functional storage deck which can be capitalized on with Ski-Doo's nifty collapsible gear bag. The gear bag, as you'll see, is standard on the new REV GSX series. After struggling with hunger cords, awkward saddle bags, tank bags and other sewn items jammed behind your windshield this new location for a bag makes a lot of sense.

#### MX-Zs Live On

The REV actually began life as an MX-Z, although we hear more of you calling the sled a "REV" than an MX-Z. To this end, the MX-Z moniker comes from and center and the muddy water created by both the ZX chassis MX-Z last year and the REV. MX-Z is cleared with all MX-Z's built on the REV chassis in '04. MX-Z's now come in Adrenaline or 'X' package variants. Here's how you can tell the difference. Adrenaline MX-Z's still use the handlebar mounted pivoting firing while 'X' package MX-Z's have ultra slick, Acerbis (never mind, just say it the way it looks) handguards and a hood mounted windshield. A la MX-Z '03. As well, the 'X' package racers get tunnel stiffeners, piggyback KYB's up front and a beer can sized C-16 on the rear arm. 'X' packages can be ordered in Formula XPS or Blau Morgan colors. The all-new MX-Z sled is clad by both Adrenaline and 'X' package units. This new sled will make REV ergonomics more acceptable to a wider range of riders as the "ruck" is further back and the seat is more peaked up, providing increased room for gymnastic activity. Ski-Doo has finally gotten over their paranoia with brand names. MX-Z with 'X' packages openly and flagrantly flaunt stickers screaming out the unthinkable. Kayahe! Brembo! Acerbis! What's the matter coming to? Oh, one more thing, there are actually two MX-Zs left in ZX clothes. The 380 and 550 fan say ZX - for at least one more year.

#### REVegetate?

This concept has been so well received, we wonder if buyers might force Ski-Doo to bring back the ZX Rengade when they find out the '04 Gade is now a REV. Certainly one of our favorite Ski-Doo's the past two winters, the result of coupling a 136 inch 1.25 lug track with an MX-Z chassis has been nothing less than remarkable. Sales of this platform have been strong in non-mountain markets, proving Ski-Doo was right about the need for a sled with the right combination of deep snow flotation and trail worthiness. Now, in '04 Ski-Doo offers the MX-Z Rengade only as a REV but it can be totally tricked out with an 'X' package. This means the windshield goes on the hood and the graphics and colors go full-on hardcore racer.

One look at the MX-Z Rengade we sampled at Ski-Doo's Sneak Peek in early January and we were convinced it would capture the imagination of potential buyers. However, our love affair with the ZX Rengade had just started to mature. We're saddened

With its rear cargo carrier and plusher suspension, the REV GSX plays to a wider crowd than the X model REV's. It's available with last year's 600HO, a new 600 Semi-Direct Injection engine and the new 800HO.



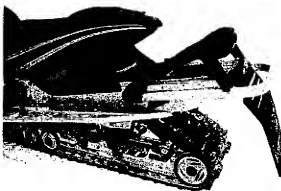
by its absence but intrigued with the new REV Renegade.

Engine choices follow the MNX platform: MNX REVs can be ordered with the 500 SS, 600 HO, 600 HO with DPAL, 800 HO and the impressive new, battery-less 600 HO Semi-Direct Injection (SDI) mill.

### GSX - Something New

What the Legend was to the ZX chassis the new GSX is to the REV - sort of. The GSX platform uses the handlebar mounted windshield, comes with electric and reverse and looks pleasantly luxurious in blue and silver or black and silver. You can have your GSX in one-up configuration or it can be ordered as a one plus one (hey, that equals two!) with the unique and functional REV removable seat factory installed including recalibrated rear springs for an additional cheeseburger chumping friend. The GSX keeps last year's fatter, wider seat with a removable trunk lid. The passenger seat bracketery is standard on the GSX in either one or one plus one configuration making the addition of the seat a snap as an accessory after purchase.

The GSX plays with a plethora of available engines beginning with the "new" 500 SS (more on this later), the 600 HO, 600 SDI and the 800 HO. Standard touring amenities include a heated visor look-up and a ciggy lighter for your GPS/cell phone so you can call your spouse and inform them just



The Renegade returns as a REV for 2004. With a 15 x 136 inch track there's plenty of deep snow flotation plus room at the back to carry custom luggage for trail touring.

exactly how late you will be for dinner. The GSX will likely overtake the ZX based Grand Touring line in a few model years. While the GSX doesn't use a 136 inch track to carry two, it actually produces a better ride for the passenger. Ski-Doo's KYB built VR shocks come standard out back and steel bodied gas-buggers hang out front.

### One or Two Legends

Something interesting is going on here with the ZX platform. Ski-Doo pioneered the whole two-up touring thing way back in 1993 with the first Grand Touring. This year the words "Grand Touring" have been scrubbed from the line-up and replaced with "Legend One-up" and "Legend GT". The ZX based Legend starts with a 380 and a 550 fan and includes myriad power choices right through to the lofty SDI 800 - only available in the Legend this year. Clearly, Ski-Doo is keeping the ZX platform alive in the Legend to address those faithful buyers who don't see themselves owning a REV - yet.

### Rev Summits

Late last winter we heard the father of the Summit line - none other than Ski-Doo's Mr. Vertical, Chris Ruske, was shredding slopes on revs with a few long track REVs. Rumors persisted, claiming the REV could outclimb most 144 Summit ZXs using only a 2 inch paddle on a 121. Hmm? We haven't



Ski-Doo has finally come out of the closet with their suppliers. Note the KYB, Acerbis and Brembo stickers boldly displayed.



sampled the Summit REV line-up in deep snow as of this writing (Ski-Doo's intro in January was in Quebec) but here's what insiders at Ski-Doo are saying. The REV classes, with its way forward rider position is better suited to deep snow riding than the ZX. As well, all Summit models now use 16 inch wide tracks. Ski-Doo claims a 144 X 16 has the footprint of a 151 X 15 and a 151 X 16 has the footprint of a 159 X 15 and a 159 X 16 has more mountain shredding bite than anything else on the market. Combine the REV's lighter chassis weight (compared to the Summit ZX platform) and you've got the potential for immense highmarking.

### Engines

We can hardly wait to hear the clamor from the rest of the industry over Ski-Doo's new 500 SS. Why? Here's an innovative, if not slightly sneaky way to build a killer 500 class engine - bore it out to 499cc's! The new 500

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SS is the old 1000 I/O cylinder reed Series III 600 engine in service from '99 to '05. Challenged by the power output of Polaris' 900 XC SP and the new Arctic F-5, Ski-Doo simply pulled out a bigger weapon and renamed it. Reminds us of a scene in Raiders in the Lost Ark when Harrison Ford comes face to face with a giant Sumo Wrestler sized bad guy. Presented with the prospect of brutal hand to hand combat, Ford simply reaches into his knapsack, pulls out a revolver and shoots the sumo. The interesting twist on this theme is this: the renamed Rotax 600 delivers excellent fuel economy and is pleasingly tractable in comparison to the 500s it will be priced against.

Next up the liquid cooled ladder is the 600 I/O. This engine in 2005 scored big with buyers by delivering class leading power and solid fuel economy. It returns unchanged for '04. The 600 I/O can also be ordered with the DPM system which compensates for temperature and altitude. Finally, the 600 SDI will be Ski-Doo's flagship 600 mill and likely their most popular engine in the REV class. Why? This year the SDI system requires no battery so it can be used in ditch hanging performance sleds like the MX-7 X with virtually no weight penalty. The SDI system offers incredible cold starting, clean warm-ups and seamless, automotive style response throughout the entire RPM range. From our calculations this year on our SDI 800, we expect the up-charge for SDI on a 600 can be repaid in fuel savings in less than two seasons of average running. As well, this system certifies under the EPA 2006 standard for snowmobiles.

Going upward Ski-Doo offers but one 700cc engine option this year in a legend. Truthfully, the performance of the 600 I/O motor is so impressive, there's little room for a 700 in Ski-Doo's lineup. One more thing about the SDI 600: the power output is identical to the carbureted I/O version. Of interest is Ski-Doo's promise of even more power potential from the SDI system in the future. In the 800 segment Ski-Doo delivers only I/O versions of the Series III cylinder reed big block. This year you can add five to seven horses to your stable with the 800 I/O and 800 SDI. The move to I/O status will shore up the 800's image with like horses.

Finally, the V-1000 four stroke returns in '04 with subtle refinements. In '03 the engine actually produced more power than originally promised and Ski-Doo gives a smiling nod at the 85 HP level. Fuel economy

gains here are real, provided the sled is throttled judiciously. It's been our experience when a four stroke is wicked up, fuel economy gains diminish. However, mounted in a legend GT, loaded for a week long two-up tour, the V-1000 can be a smart choice.

## Try Seven of Them

Ski-Doo has been working hard



The new SS is Ski-Doo's answer to the value question. Pricing is targeted at the 500 class and they even call it a 500 but it's really an exhaust valve 600. Sounds like a good deal to us.

at addressing the market's demands. After last season's introduction of an all-new chassis and a breakthrough low emission two stroke, Ski-Doo could have sat back and delivered bold new graphics. If they had, 2001 would still have been a good lineup. However, the company, under the direction of President, Jose Boisjoli, an unimposing, quiet spoken man with the determination of a bulldozer and the tenacity of a Doberman, have set their sights on a lofty goal - to be number one - soon. Certainly some will say Ski-Doo has gone too far with the REV and left themselves no room for a legion of buyers who want a sit-down snowmobile. Maybe that's a valid point, maybe it isn't. Here's what we think. The REV is quickly becoming easier to ride for a broader group of buyers. In particular, the '04 front suspension calibration and the new seal available on the MX-7 line will allow riders who may have been set-off by the REV's ergonomics last year, to jump on and become hooked. We think the REV is an acquired taste, sort of like olives. Our Mom always said you need to eat seven of them before you'll like them. In the case of the REV, you may owe yourself the experience of another ride - especially on an '04. We think you'll like it.

We should know, we really like olives. ▲

REV Summits use a 16 inch wide track instead of a 15. The increased footprint means a 144 inch is about equal to anyone else's 159.

